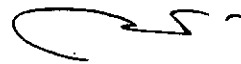


ข้อมูลเพิ่มเติมงานประกวดราคาซื้อระบบช่วยการเดินอากาศ ILS/DME จำนวน ๖ ชุด พร้อม ปรับปรุง อาคารสถานีเครื่องช่วยการเดินอากาศ Glide Slope พร้อมติดตั้ง ณ ท่าอากาศยานดอนเมือง (ทางวิ่ง 03L) กระป๋อง สกลนคร นครศรีธรรมราช นครราชสีมา และแม่ฟ้าหลวง เชียงราย ด้วยวิธีประกวดราคาอิเล็กทรอนิกส์ ดังนี้

ถาม เนื่องด้วยการจัดซื้อระบบช่วยการเดินอากาศ ILS/DME จำนวน ๖ ชุด คราวนี้ ไม่มีการทำ Site Survey จึงขอผลการบินทดสอบ (Flight Check) ฉบับล่าสุด เพื่อใช้เป็นข้อมูลในการจัดเตรียม ทำข้อเสนอเพื่อใช้ในการยื่นซองฯ

ตอบ บวท. ได้เพิ่มเติมเอกสารดังกล่าวให้แล้ว ตามไฟล์ที่แนบ



(นายชาญณรงค์ เชื้อเจริญ)

ประธานคณะกรรมการกำหนดร่าง TOR

๕ มิถุนายน ๒๕๖๓

**AIRCRAFT OPERATION DEPARTMENT
FLIGHT INSPECTION SERVICES BUREAU
AERONAUTICAL RADIO OF THAILAND LTD.**

FLIGHT INSPECTION REPORT – INSTRUMENT LANDING SYSTEM										FM-AV.PS-05		
1. STATION BANGKOK ILS/DME (03L)					2. LOCATION IDENT. I-BKD		3. DATE/DATES OF INSPECTION November 20-21, 2019					
4. TYPE OF INSPECTION							5. COMMON SYSTEM					
SITE EVALUATION			☒ PERIODIC		☐ SPECIAL		☐ YES					
COMMISSIONING			☐ SURVEILLANCE		☐ INCOMPLETE		☐ NO					
6. OWNER		DCA		USAF		OTHER (INDICATE ACTUAL OWNER)						
		RTAF		INTERNATIONAL		AERONAUTICAL RADIO OF THAILAND LTD.						
7. FACILITY/COMPONENT INSPECTED				☒ LOCALIZER		☐ OM		☐ LOM		☒ RUNWAY LIGHTS		
				☒ GLIDE SLOPE		☐ MM		☐ LMM		☒ ALS		
										☒ DME		
										☐ RVR		
8. LOCALIZER												
FRONT COURSE						COMMISSIONED WIDTH: 3.00 DEGREE		BACK COURSE				
TX 1			TX 2			CATEGORY: I		TX 1			TX 2	
OT	INITIAL	FINAL	OT	INITIAL	FINAL			OT	INITIAL	FINAL	OT	INITIAL
		3.02			3.01	COURSE WIDTH						
		39.5			39.7	MODULATION						
		222/33			225/32	CLEARANCE 150						
		254/32			252/34	CLEARANCE 90						
		2/4.0			1/4.4	COURSE STRUCTURE – Z1						
		2/1.7			2/0.8	COURSE STRUCTURE – Z2						
		1/0.4			2/0.3	COURSE STRUCTURE – Z3						
		-			-	COURSE STRUCTURE – Z4						
		-			-	COURSE STRUCTURE – Z5						
		-			-	VERTICAL POLARIZATION						
		49.2			51.6	SYMMETRY						
		C/L			C/L	ALIGNMENT						
		N/A			N/A	VOICE						
		S			S	IDENTIFICATION						
		7			-	USABLE DISTANCE						
MONITOR LAST INSP / DATE May 27, 2019						MONITOR LAST INSP / DATE						
		2.53			-	COURSE WIDTH (Narrow)						
		3.50			-	COURSE WIDTH (Wide)						
		210/35			-	CLEARANCE 150						
		238/14			-	CLEARANCE 90						
		13			-	ALIGNMENT 150						
		10			-	ALIGNMENT 90						
9. GLIDE SLOPE						10. GENERAL						
TX 1			TX 2			COMMISSIONED ANGLE: 3.00 DEGREE				SAT	UNSAT	
OT	INITIAL	FINAL	OT	INITIAL	FINAL	CATEGORY: I		75 MHz MARKERS		N/A		
		79.4			78.9	MODULATION		COMPASS LOCATOR		N/A		
		2.99			2.99	ANGLE		APPROACH LIGHTING SYSTEM		X		
	0.66	0.71		0.67	0.68	PATH WIDTH		RUNWAY LIGHTS		X		
	S	S		S	S	CLEARANCE BELOW PATH		DME		X		
	2.23	2.23		2.23	2.23	STRUCTURE BELOW PATH		STANDBY POWER		-		
		4/4.6			4/4.8	PATH STRUCTURE – Z1		RVR AUTHORIZED			YES	
		22/0.6			19/0.6	PATH STRUCTURE – Z2					NO	
		12/0.4			13/0.5	PATH STRUCTURE – Z3		11. FACILITY STATUS				
	51.2	48.3		50.3	49.2	SYMMETRY				F/C	G/S	B/C
	7	-		-	-	USABLE DISTANCE		UNRESTRICTED		X		
MONITOR LAST INSP / DATE May 28, 2019						RESTRICTED				X		
		2.81			-	ANGLE (Low)		UNUSABLE				
		3.19			-	ANGLE (High)		NOTAM:				
		0.54			-	PATH WIDTH (Narrow)						
		0.88			-	PATH WIDTH (Wide)						
		S			-	CLEARANCE BELOW PATH						
		2.16			-	STRUCTURE BELOW PATH						
12. CERTIFIED FOR		AUTOMATIC APPROACH TO 200		FEET ABOVE RUNWAY NO. 03L								
		MANUAL APPROACH TO 100		FEET ABOVE RUNWAY NO. 03L								
13. DISCREPANCIES AND/OR REMARKS										CORRECTED		
SEE ATTACHMENT										☐ YES ☐ NO		
PILOT FLIGHT INSPECTOR Karin S. K. Kanyan												
PANEL OPERATOR J. Yuthan				THEODOLITE OPERATOR N/A								
DIRECTOR, AIRCRAFT OPERATION DEPARTMENT Mr. Gr. Somphat V. 11 DEC 2019												
APPROVED BY THE CIVIL AVIATION AUTHORITY OF THAILAND Pueda Youngs. 26 Dec. 19												

ATTACHMENT

BANGKOK ILS/DME RUNWAY 03L DISCREPANCIES

1. This is a periodic check by aircraft register HS-PBN.
2. PAPI served runway 03L is satisfactory.
3. Glide slope coverage unusable beyond 6.0 degree right side of localizer course.
NOTAM: BANGKOK ILS/DME runway 03L ILS glide slope unusable beyond
6 degree right side of localizer course.
4. Localizer false capture is examined on sector 2 and sector 1 both side of course.
Result found flight control system operate in normal, no false capture occurred.
5. Facility performance classified as "Restricted" due to item number 3 above.
6. Next periodic check is due on May 18, 2020.

(Extendable up to June 17, 2020)



AEROTHAI

FLIGHT INSPECTION REPORT HEADER

สำเนาถูกต้อง

44. *77*

๓๖๖๖๖๖๖๖ ๐๖/๐๖/๖๖
 ๖๖๖๖๖๖๖๖ ๖๖ ๖๖ ๖๖

Kamila S.

K. Kanyan

J. Tanager

J. ehatni

N/A

Wg. Av. Zent v.

13 FEB 2012

04 MAR 2020

Aircraft Operation Department
Flight Inspection Services Bureau
AERONAUTICAL RADIO OF THAILAND LTD.



FLIGHT INSPECTION REPORT – INSTRUMENT LANDING SYSTEM

FLIGHT INSPECTION REPORT HEADER

1. STATION: SAKHONNAKHON ILS/DME				2. LOCATION IDENT: I-SKN		3. DATE(S) OF INSPECTION: January 20-21, 2020						
4. TYPE OF INSPECTION				COMMISSIONING		X		PERIODIC		SPECIAL		
5. OWNER		DOA	RTAF	RTN		OTHER:						
		AOT	X	AEROTHAI								
6. FACILITY/COMPONENT INSPECTED		X	LOCALIZER			OM	LOM	X	RUNWAY LIGHTS		X	DME
		X	GLIDE SLOPE			MM	LMM	X	ALS			
7. CO-LOCATION DME		X	LOCALIZER		GLIDE SLOPE		8. CATEGORY: I		9. AIRCRAFT REGISTER: HS-ATS			

FLIGHT INSPECTION RESULT

10. LOCALIZER							11. GLIDE SLOPE								
COMMISSIONED WIDTH: 4.35°	TX 1			TX 2			COMMISSIONED ANGLE: 3.00°	TX 1			TX 2				
	OT	INITIAL	FINAL	OT	INITIAL	FINAL		OT	INITIAL	FINAL	OT	INITIAL	FINAL		
MODULATION			39.9			40.4	MODULATION			79.9			80.2		
COURSE WIDTH			4.37			4.37	ANGLE			3.08			3.02		
SYMMETRY			51.2			49.9	PATH WIDTH			0.70			0.69		
CLEARANCE 150			251/14			249/15	SYMMETRY			45.1			44.6		
CLEARANCE 90			218/16			230/16	STRUCTURE BELOW PATH			1.97			1.91		
COURSE ALIGNMENT			1R			2R	CLEARANCE BELOW PATH			S			S		
COURSE STRUCTURE – Z1			1/6.6			4/4.9	PATH STRUCTURE – Z1			9/6.3			8/6.7		
COURSE STRUCTURE – Z2			1/2.0			2/1.6	PATH STRUCTURE – Z2			13/1.4			24/0.7		
COURSE STRUCTURE – Z3			1/0.3			1/0.4	PATH STRUCTURE – Z3			8/0.4			8/0.56		
COURSE STRUCTURE – Z4			-			-	USABLE DISTANCE			10					
COURSE STRUCTURE – Z5			-			-	MONITOR								
VERTICAL POLARIZATION			-			-	LAST INSPECTED DATE: July 9, 2019								
VOICE			N/A			N/A	ANGLE (High)			2.80					
IDENTIFICATION			S			-	ANGLE (Low)			3.20					
USABLE DISTANCE			18			-	PATH WIDTH (Narrow)			0.59					
FALSE CAPTURE			S			-	PATH WIDTH (Wide)			0.80					
MONITOR							STRUCTURE BELOW PATH			1.90					
LAST INSPECTED DATE: January 20, 2020							CLEARANCE BELOW PATH			S					
COURSE WIDTH (Narrow)			3.76				12. GENERAL						SAT	UNSAT	
COURSE WIDTH (Wide)			4.88				DME						X		
CLEARANCE 150			215/15				75 MHz MARKERS						N/A		
CLEARANCE 90			204/16				COMPASS LOCATOR:						N/A		
ALIGNMENT ALARM 150			13				APPROACH LIGHTING SYSTEM						X		
ALIGNMENT ALARM 90			13				RUNWAY LIGHTS						X		
							PAPI COINCIDENCE						X		
							STANDBY POWER						-		
							RVR AUTHORIZED								
13. CERTIFIED FOR		AUTOMATIC APPROACH TO 200 FEET. ABOVE RUNWAY NO. 23					14. FACILITY STATUS								
		MANUAL APPROACH TO 100 FEET. ABOVE RUNWAY NO. 23					UNRESTRICTED		X		GLIDE SLOPE			X	
							RESTRICTED								
							UNUSEABLE								
15. NEXT PERIODIC DUE DATE:		July 18, 2020													
16. EXTENDABLE UP TO:		August 17, 2020													
17. REMARKS:		 													
PILOT OR CO-PILOT		 													
PANEL OPERATOR		THEODOLITE OPERATOR													
DIRECTOR, AIRCRAFT OPERATION DEPARTMENT		APPROVED BY THE CIVIL AVIATION AUTHORITY OF THAILAND													

Aircraft Operation Department
Flight Inspection Services Bureau
AERONAUTICAL RADIO OF THAILAND LTD.

AEROTHAI FLIGHT INSPECTION REPORT – INSTRUMENT LANDING SYSTEM																
FLIGHT INSPECTION REPORT HEADER																
1. STATION: NAKHON SI THAMMARAT ILS/DME					2. LOCATION IDENT: I-NKS			3. DATE(S) OF INSPECTION: February 18-19, 2020								
4. TYPE OF INSPECTION					COMMISSIONING			☒ PERIODIC		☐ SPECIAL						
5. OWNER					DOA			RTAF		RTN						
					☒ AOT			☒ AEROTHAI								
6. FACILITY/COMPONENT INSPECTED					☒ LOCALIZER			☐ OM		☐ LOM		☒ RUNWAY LIGHTS		☒ DME		
					☒ GLIDE SLOPE			☐ MM		☐ LMM		☒ ALS				
7. CO-LOCATION DME					☒ LOCALIZER			☒ GLIDE SLOPE		8. CATEGORY: I		9. AIRCRAFT REGISTER: HS-PBN				
FLIGHT INSPECTION RESULT																
10. LOCALIZER							11. GLIDE SLOPE									
COMMISSIONED WIDTH:		TX 1			TX 2			COMMISSIONED ANGLE:		TX 1			TX 2			
5.10°		OT	INITIAL	FINAL	OT	INITIAL	FINAL	3.00°		OT	INITIAL	FINAL	OT	INITIAL	FINAL	
MODULATION				39.5			39.7	MODULATION				79.7			79.8	
COURSE WIDTH				5.16			5.16	ANGLE				3.00			3.01	
SYMMETRY				50.3			52.8	PATH WIDTH				0.75			0.72	
CLEARANCE 150				269/14			278/14	SYMMETRY				49.3			46.0	
CLEARANCE 90				237/15			221/15	STRUCTURE BELOW PATH				2.00			2.04	
COURSE ALIGNMENT				C/L			C/L	CLEARANCE BELOW PATH				-			S	
COURSE STRUCTURE – Z1				1/6.4			1/7.8	PATH STRUCTURE – Z1				9/4.8			11/8.6	
COURSE STRUCTURE – Z2				2/2.7			1/2.2	PATH STRUCTURE – Z2				26/0.6			24/0.6	
COURSE STRUCTURE – Z3				1/0.5			1/0.2	PATH STRUCTURE – Z3				4/0.15			3/0.15	
COURSE STRUCTURE – Z4				-			-	USABLE DISTANCE				10			-	
COURSE STRUCTURE – Z5				-			-	MONITOR								
VERTICAL POLARIZATION				-			-	LAST INSPECTED DATE: February 19, 2020								
VOICE				N/A			N/A	ANGLE (High)				3.19			-	
IDENTIFICATION				S			S	ANGLE (Low)				2.79			-	
USABLE DISTANCE				18			-	PATH WIDTH (Narrow)				0.55			-	
FALSE CAPTURE				S			-	PATH WIDTH (Wide)				0.91			-	
MONITOR							STRUCTURE BELOW PATH				1.87				-	
LAST INSPECTED DATE: February 18, 2020							CLEARANCE BELOW PATH				S				-	
COURSE WIDTH (Narrow)				4.36			-	12. GENERAL					SAT		UNSAT	
COURSE WIDTH (Wide)				5.81			-	DME					☒			
CLEARANCE 150				286/14			-	75 MHz MARKERS					N/A			
CLEARANCE 90				227/15			-	COMPASS LOCATOR:					N/A			
ALIGNMENT ALARM 150				11			-	APPROACH LIGHTING SYSTEM					☒			
ALIGNMENT ALARM 90				11			-	RUNWAY LIGHTS					☒			
								PAPI COINCIDENCE							☒	
								STANDBY POWER					-			
								RVR AUTHORIZED								
13. CERTIFIED FOR		AUTOMATIC APPROACH TO 200 FEET. ABOVE RUNWAY NO. 19					14. FACILITY STATUS									
		MANUAL APPROACH TO 100 FEET. ABOVE RUNWAY NO. 19					UNRESTRICTED		☒			GLIDE SLOPE			☒	
							RESTRICTED									
15. NEXT PERIODIC DUE DATE:		August 16, 2020					UNUSEABLE									
16. EXTENDABLE UP TO:		September 15, 2020														
17. REMARKS:							SEE ATTACHMENT									
PILOT OR CO-PILOT							 K. Kanyasorn									
PANEL OPERATOR							 Rangsit Kriangkrai									
THEODOLITE OPERATOR							N/A									
DIRECTOR, AIRCRAFT OPERATION DEPARTMENT							 Wd. Or Somn									
APPROVED BY THE CIVIL AVIATION AUTHORITY OF THAILAND							 Preeda Youngs									

ATTACHMENT

NAKHON SI THAMMARAT ILS/DME RUNWAY 19 DISCREPANCIES

1. Refer from a commissioning checked approach procedure check found a group of tree on final approach measured from theodolite pole elevation angle 1.65 degree, distance 1 DME from glide slope.
2. PAPI served runway 19 is not coincidence with ILS (Glide slope) staring from 1 DME or 400 feet (MSL).

NOTAM: NAKHON SI THAMMARAT ILS/DME runway 19 ILS Glide slope
coincident with PAPI staring from 1 DME or 400 feet (MSL).



สำนักงานผู้ช่วย	
ลง	
สำเนา	
วันที่	

Project Name

The replacement of six(6) ILS/DME systems

Date

May 27, 2019

Donmueang (03L), Krabi, Sakon Nakhon, Nakhon Si Thammarat, Nakhon Ratchasima and Chiang Rai Airport Version 1.0

**AIRCRAFT OPERATION DEPARTMENT
FLIGHT INSPECTION SERVICES BUREAU
AERONAUTICAL RADIO OF THAILAND LTD.**

FLIGHT INSPECTION REPORT - INSTRUMENT LANDING SYSTEM										FM-AV.PS-05	
1. STATION NAKHONRATCHASIMA ILS/DME				2. LOCATION IDENT. I-NKR		3. DATE/DATES OF INSPECTION January 21-22, 2019					
4. TYPE OF INSPECTION											
SITE EVALUATION				X PERIODIC		SPECIAL		5. COMMON SYSTEM			
COMMISSIONING				SURVEILLANCE		INCOMPLETE		YES			
6. OWNER				DCA		USAF		OTHER (INDICATE ACTUAL OWNER)			
RTAF				INTERNATIONAL		AERONAUTICAL RADIO OF THAILAND LTD.					
7. FACILITY/COMPONENT INSPECTED				X LOCALIZER		OM		LOM		X RUNWAY LIGHTS	
				X GLIDE SLOPE		MM		LMM		X ALS	
										DME	
										RVR	
8. LOCALIZER											
FRONT COURSE						BACK COURSE					
TX 1						TX 2					
OT	INITIAL	FINAL	OT	INITIAL	FINAL	CATEGORY : 1	OT	INITIAL	FINAL	OT	INITIAL
		5.10			5.10	COURSE WIDTH					
		38.8			39.9	MODULATION					
		224/15			227/33	CLEARANCE 150					
		211/15			205/14	CLEARANCE 90					
		1/5.8			1/5.1	COURSE STRUCTURE - Z1					
		1/0.6			1/0.9	COURSE STRUCTURE - Z2					
		1/0.2			1/0.2	COURSE STRUCTURE - Z3					
		-			-	COURSE STRUCTURE - Z4					
		-			-	COURSE STRUCTURE - Z5					
		-			-	VERTICAL POLARIZATION					
		50.2			51.6	SYMMETRY					
		2R			2R	ALIGNMENT					
		N/A			N/A	VOICE					
		S			S	IDENTIFICATION					
		18			-	USABLE DISTANCE					
MONITOR LAST INSP / DATE January 21, 2019						MONITOR LAST INSP / DATE					
		4.41			-	COURSE WIDTH (Narrow)					
		5.83			-	COURSE WIDTH (Wide)					
		223/35			-	CLEARANCE 150					
		207/14			-	CLEARANCE 90					
		10			-	ALIGNMENT 150					
		11			-	ALIGNMENT 90					
9. GLIDE SLOPE											
TX 1						TX 2					
OT	INITIAL	FINAL	OT	INITIAL	FINAL	CATEGORY : 1	75 MPH MARKERS				
		78.4			78.7	MODULATION	COMPASS LOCATOR				
		3.05			3.04	ANGLE	APPROACH LIGHTING SYSTEM				
		0.71			0.67	PATH WIDTH	RUNWAY LIGHTS				
		-			S	CLEARANCE BELOW PATH	DME				
		2.18			2.24	STRUCTURE BELOW PATH	STANDBY POWER				
		9/4.01			2/4.01	PATH STRUCTURE - Z1	RVR AUTHORIZED				
		15/0.6			20/0.6	PATH STRUCTURE - Z2					
		4/0.4			6/0.2	PATH STRUCTURE - Z3					
		50.0			45.8	SYMMETRY	11. FACILITY STATUS				
		10			-	USABLE DISTANCE	UNRESTRICTED	F/C	G/S	B/C	
MONITOR LAST INSP / DATE January 22, 2019						RESTRICTED					
		2.83			-	ANGLE (Low)	UNUSABLE				
		3.18			-	ANGLE (High)	NOTAM				
		0.55			-	PATH WIDTH (Narrow)					
		0.89			-	PATH WIDTH (Wide)					
		S			-	CLEARANCE BELOW PATH					
		2.07			-	STRUCTURE BELOW PATH					
12. CERTIFIED FOR											
AUTOMATIC APPROACH TO 200						FEET ABOVE RUNWAY NO. 06					
MANUAL APPROACH TO 100						FEET ABOVE RUNWAY NO. 06					
13. DISCREPANCIES AND/OR REMARKS											
SEE ATTACHMENT											
CORRECTED											
YES NO											
PILOT FLIGHT INSPECTOR Karin S. K. Kanyanon											
PANEL OPERATOR Janet											
THEODOLITE OPERATOR N/A											
DIRECTOR, AIRCRAFT OPERATION DEPARTMENT W. Dr. Sarnat V.											
APPROVED BY THE CIVIL AVIATION AUTHORITY OF THAILAND 28 Feb 2019											

Project Name

Date

The replacement of six(6) ILS/DME systems

May 27, 2019

Donmueang (03L), Krabi, Sakon Nakhon, Nakhon Si Thammarat, Nakhon Ratchasima and Chiang Rai Airport Version 1.0

ATTACHMENT

NAKHONRATCHASIMA ILS/DME RUNWAY 06 DISCREPANCIES

1. This is a periodic check by aircraft register HS-PBN.
2. PAPI served runway 06 is satisfactory.
3. Approach Lighting System (ALS) remote control and monitoring system at control tower are unusable during flight check.
NOTAM shall be issue as follows: ALS. NAKHONRATCHASIMA RWY 06, unable control from The control tower.
4. Localizer false capture is examined on sector 2 and sector 1 both sides of course.
Result found flight control system operate in normal, no false capture occurred.
5. Facility performance classified as "Unrestricted".
6. Next periodic check is due on July 21, 2019.
(Extendable up to August 20, 2019)



Aircraft Operation Department
Flight Inspection Services Bureau
AERONAUTICAL RADIO OF THAILAND LTD.

AEROTHAI FLIGHT INSPECTION REPORT – INSTRUMENT LANDING SYSTEM															
FLIGHT INSPECTION REPORT HEADER															
1. STATION: CHIANGRAI ILS/DME					2. LOCATION IDENT: I-CTR			3. DATE(S) OF INSPECTION: March 2-3, 2020							
4. TYPE OF INSPECTION					COMMISSIONING			X PERIODIC			SPECIAL				
5. OWNER					DOA			RTAF			RTN				
					AOT			X AEROTHAI							
6. FACILITY/COMPONENT INSPECTED					X LOCALIZER			OM			LOM			X RUNWAY LIGHTS	
					X GLIDE SLOPE			X MM			LMM			X ALS	
7. CO-LOCATION DME					X LOCALIZER			GLIDE SLOPE			8. CATEGORY: I			9. AIRCRAFT REGISTER: HS-PBN	
FLIGHT INSPECTION RESULT															
10. LOCALIZER							11. GLIDE SLOPE								
COMMISSIONED WIDTH: 3.70°							COMMISSIONED ANGLE: 3.00°								
MODULATION							MODULATION								
COURSE WIDTH							ANGLE								
SYMMETRY							PATH WIDTH								
CLEARANCE 150							SYMMETRY								
CLEARANCE 90							STRUCTURE BELOW PATH								
COURSE ALIGNMENT							CLEARANCE BELOW PATH								
COURSE STRUCTURE – Z1							PATH STRUCTURE – Z1								
COURSE STRUCTURE – Z2							PATH STRUCTURE – Z2								
COURSE STRUCTURE – Z3							PATH STRUCTURE – Z3								
COURSE STRUCTURE – Z4							USABLE DISTANCE								
COURSE STRUCTURE – Z5															
VERTICAL POLARIZATION							MONITOR								
VOICE							LAST INSPECTED DATE: March 3, 2020								
IDENTIFICATION							ANGLE (High)								
USABLE DISTANCE							ANGLE (Low)								
FALSE CAPTURE							PATH WIDTH (Narrow)								
							PATH WIDTH (Wide)								
							STRUCTURE BELOW PATH								
							CLEARANCE BELOW PATH								
MONITOR							12. GENERAL								
LAST INSPECTED DATE: September 4, 2019															
COURSE WIDTH (Narrow)							SAT								
COURSE WIDTH (Wide)							UNSAT								
CLEARANCE 150							DME								
CLEARANCE 90							75 MHz MARKERS								
ALIGNMENT ALARM 150							COMPASS LOCATOR								
ALIGNMENT ALARM 90							APPROACH LIGHTING SYSTEM								
							RUNWAY LIGHTS								
							PAPI COINCIDENCE								
							STANDBY POWER								
							RVR AUTHORIZED								
13. CERTIFIED FOR							14. FACILITY STATUS								
AUTOMATIC APPROACH TO 200 FEET. ABOVE RUNWAY NO. 03							LOCALIZER								
MANUAL APPROACH TO 100 FEET. ABOVE RUNWAY NO. 03							GLIDE SLOPE								
							UNRESTRICTED								
							RESTRICTED								
							UNUSEABLE								
15. NEXT PERIODIC DUE DATE: August 29, 2020															
16. EXTENDABLE UP TO: September 28, 2020															
17. REMARKS:															
PILOT OR CO-PILOT							THEODOLITE OPERATOR								
PANEL OPERATOR							N/A								
DIRECTOR, AIRCRAFT OPERATION DEPARTMENT							77 MAR 2020								
APPROVED BY THE CIVIL AVIATION AUTHORITY OF THAILAND							8 April 2020								